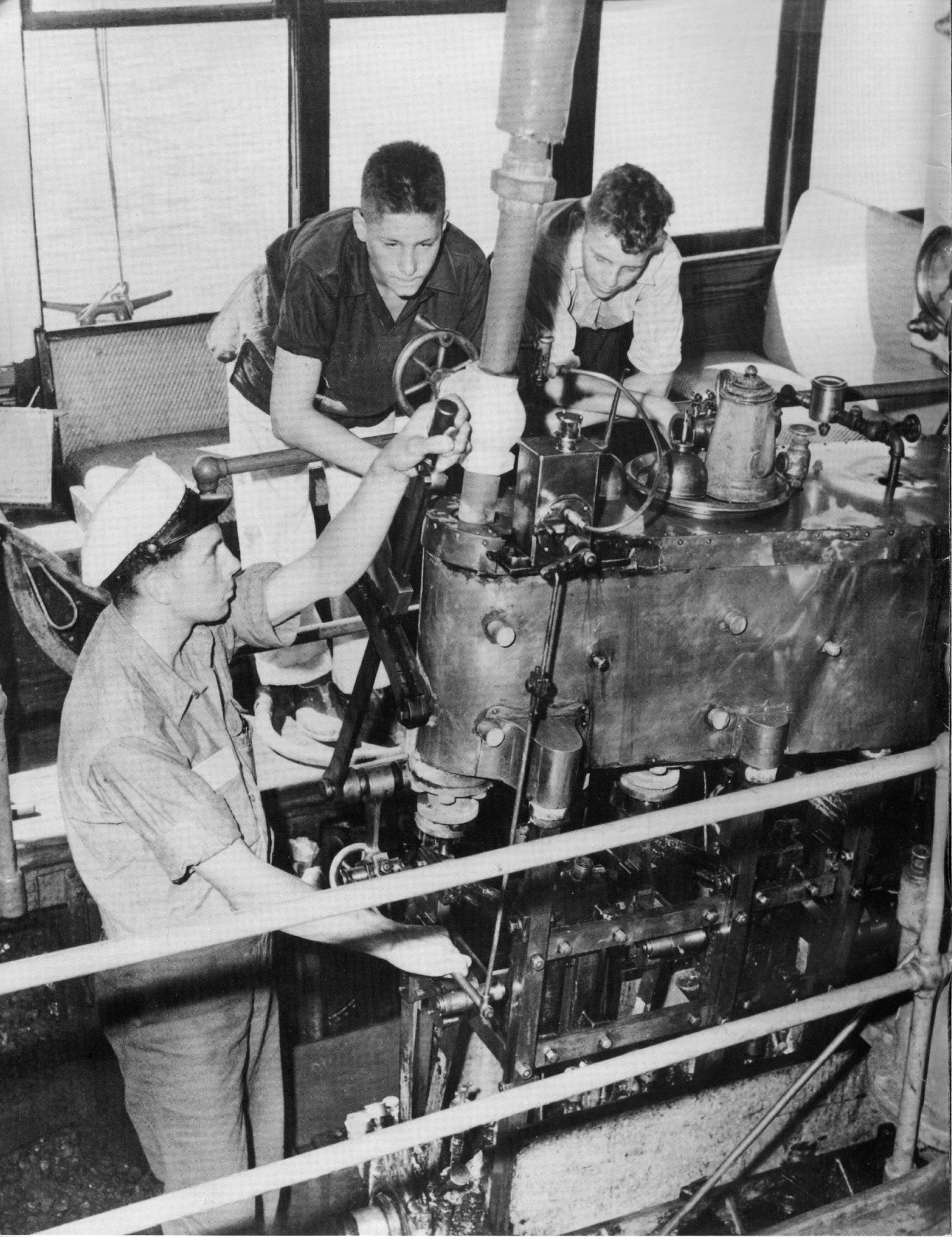


Minnesota Transportation Museum



MINNEGAZETTE

Fall 1993





Official Publication of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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CIRCULATION

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SUBMISSIONS

The Minnegazette welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

Individual	\$ 25	Family	\$ 30
Sustaining	\$ 50	Sponsor	\$ 100

Public Information
(612) 228-0263

Member Information Line
(612) 228-9412

BOARD OF DIRECTORS

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THANK YOU FOR YOUR GENEROSITY

- To Lawrence Sandberg, Louis Hoffman, Dennie Coleman, Warren & Vivian Erickson, and Theo & Grace Spannaus for their donations to the Traction Fund.

- To James Weist for his donation to the Railroad Fund.

- To Tom Warth for donating the use of his helicopter to photograph the O&StCV from the air.

- To the Neilson Foundation for its second grant of \$1000 to the Steamboat Fund.

- To Bernie and Paul Hanson of Rocket Crane Service for donating the lift of the engine and boiler into the Minnehaha.

- To 3M Company, for donating all the caulks, glues, adhesives, sanding materials and grinding disks used in the Minnehaha restoration.

- To Sasha's Restaurant, Minnetonka Mist Restaurant and the Excelsior Park Tavern for selling steamboat prints without commission.

NOTES

A group of 26 NRHS conventioneers, including longtime MTM member Jim Kreuzberger of Overland Park, KS, visited MTM on July 27th on a post-convention tour which continued to Duluth, Thunder Bay, Sault Ste. Marie and points beyond. They arrived on the Empire Builder from Chicago, where the national convention had just concluded. Their first stop was at the Excelsior boat building where they observed the fine progress made to date on the Minnehaha.

Next came Lake Harriet, where they were greeted by three shiny yellow streetcars lined up at the depot. After photos, #265 returned to the car barn, while #78 and #1300 commenced two-car operations.

David Kettering has volunteered to replace Barb Paul as the Membership Secretary. Many thanks to Barb for a job well done.

Front cover: The great flood of 1993 may have dominated the news, but it certainly had happened before. In this 1952 scene, a westbound Rock Island freight pauses at Chestnut Street after wading through the low spot just west of the St. Paul Union Depot. Note the sandbags around the block signal. For more retro wetness, see page 22.
St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.

Inside front cover: Inside the Minnetonka, formerly the Hopkins. This is the best view found to date of a streetcar boat's engine. Minneapolis Public Library collection.

In August MTC asked MTM for help running its network of express buses to the State Fair from Southdale, Ridgedale, Brookdale, Northtown, Maplewood Mall and Signal Hills Shopping Center. Eleven members responded. They helped MTC personnel greet passengers and load and dispatch buses. The service was a tremendous success, carrying 89,000 passengers, a 49% increase over last year. Southdale was the heaviest lot, with hourly departures of up to five articulated buses at once. Needless to say, MTC is very grateful for the help, and would like to do it again next year.

For years Russ Olson has patiently stored TCRT records in his garage, hoping MTM could create an archive or otherwise find them a home. They include corporate, financial and personnel records dating to the 1890's. One of the goals of the recently created Museum Services Division is to tackle the archive question. General Superintendent Aaron Isaacs has concluded that without a suitable building and paid staff, MTM is just not equipped to keep a proper archive. Instead he approached the Minnesota Historical Society. They inspected the records and decided they were a welcome addition to their existing TCRT materials. A donation agreement has been signed that gives MTM the right to reclaim any that MHS no longer wants.

John Diers has been named to the Board of Directors of the Preservation Alliance of Minnesota. He was nominated as part of MTM's ongoing effort to become part of the mainstream of the local historic preservation community.

Speaking of the Preservation Alliance, they have given one of their annual historic preservation awards to the Lake Superior Museum of Transportation for its restoration of Duluth & Northern Minnesota 2-8-2 #14.

CHAIRMAN'S COLUMN

-John Diers

Earlier this year the Board created a new Museum Services Division and named **Aaron Isaacs** to head it. Museum Services is responsible for all those functions that don't fit within the four operating divisions. These include member services, oral history, general museum image and outreach, archives, publications and interpretive events.

At its August meeting, the Board discussed long range plans for Museum Services. Here are some of the possibilities.

Member services:

The most basic function is that of the Membership Secretary, keeping the member roster and handling renewals and membership cards. It also includes membership meetings and the annual picnic. The member survey earlier this year indicated a willingness to have fewer but better meetings, with speakers and more informative programs. The annual meeting on November 16 has been upgraded to include a buffet dinner and speaker.

John Walker has suggested a New Member Fair, where all the divisions could greet new members, explain their activities and recruit volunteers. It was also suggested that there be an annual volunteer recruitment drive, where all divisions would combine their efforts.

Oral history

Mike E. Miller has the oral history project organized. Work will begin this winter. There are so many people who should be interviewed that the effort will continue for years.

General museum image and outreach:

Each division will continue to market its own operation. Museum Services will be the keeper of MTM's corporate image, especially within the historic preservation community. As Locomotive & Railway Preservation Magazine has often pointed out, railway museums have tended to be insular and apart from their communities and from the larger historic

preservation movement. We need to be perceived as part of the main-stream. It will open doors for us in the future and prevent the sort of problems we had in Stillwater. I want to see partnerships with local historic societies, especially MHS. Joining the Board of the Preservation Alliance of Minnesota was a step in this direction. The sort of corporate involvement **Leo Meloche** has arranged for the Steamboat Division is another excellent example for the rest of the museum to emulate.

As with most MTM projects, Museum Services won't happen overnight. A good start has been made, however. The necessary ingredient is people who are willing to put in some time. If operations and maintenance isn't your cup of tea and you would like to get involved in Museum Services, give Aaron a call.

Archives:

It is just as important to decide what an organization cannot do. Aaron has decided that MTM, lacking both staff and an appropriate building, is not equipped to set up a proper document archive, or to maintain a collection of national interest. The Minnesota Historical Society has the best archiving available, so MTM is donating to them its printed materials such as company records. The first large donation is the TCRT records that had been stored by

Russ Olson. Next will come the boxes now stored at Jackson Street. MTM will continue to maintain a photo archive in the form of the Minnegazette files, but will restrict its collection to Minnesota and places just across the state line. Non-Minnesota materials will be sold or donated to other appropriate organizations.

Publications:

These include the Minnegazette, the Member Directory, a general museum brochure, and special publications such as the Osceola souvenir booklet (which is complete but won't be printed until next spring). There is interest in reissuing the 1984 Minnegazette that so thoroughly described the Como-Harriet line and the end of Twin City streetcars. Other projects include Aaron's in-progress pictorial on Minnesota railroads before World War II, and possibly a reissued and expanded Electric Railways of Minnesota.

Interpretive events

The Motorettes Reunion was a big success, and could be duplicated for many other groups such as streetcar motormen, Pullman employees and depot agents. Perhaps MTM could sponsor one reunion each summer.



This strange vehicle is a McKeen bus, from the same folks who built the knifenoosed, portholed gas electric cars. It is lettered for Interurban Motor Transportation Co., and advertises fares of 20 cents between Minneapolis and St. Paul, and 10 cent for local trips in either city. Ted Wurm collection, courtesy of Don Olsen.

BOARD OF DIRECTORS

-July 1993

-Created a committee to study the future of Jackson Street Roundhouse.

-August 1993

-Approved the purchase of ex-Lackawanna commuter coach #3232.

-September 1993

-Approved a revision of the Railroad Division budget.

-Voted to delay the Board election and annual meeting so proper election notice could take place.

TRACTION REPORT

-Louis Hoffman

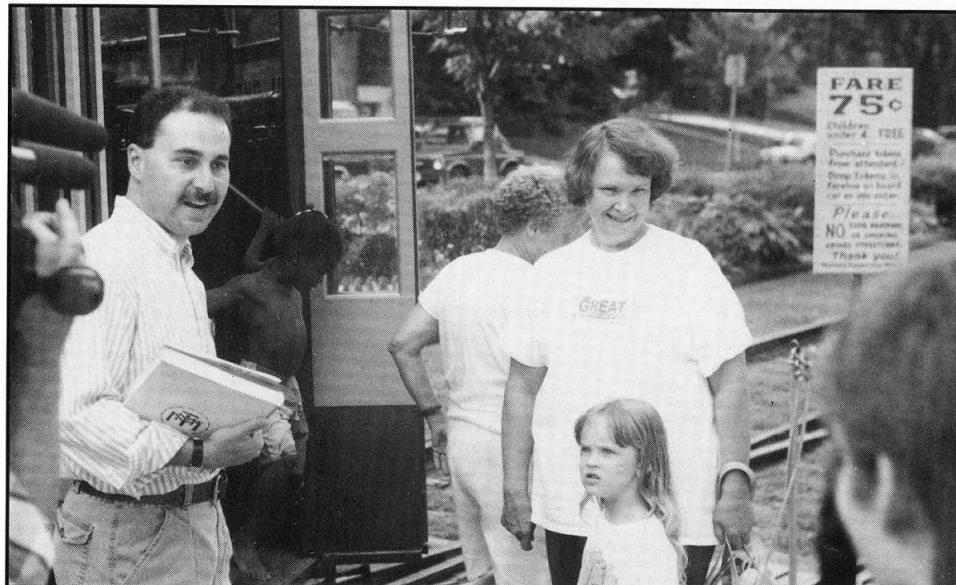
Como-Harriet tops 1 million

On August 19, 1971, the Como-Harriet Streetcar Line carried its first passengers aboard TCRT #1300, then the museum's only streetcar. The trip was short, one block from 42nd Street south to the single carbarn tucked under the Linden Hills Blvd. bridge. On August 12, 1993, a week short of 22 years later, Como-Harriet carried its one millionth passenger, again aboard #1300.

The trip is longer now of course, just under one mile. The carbarn complex now houses three streetcars, with a fourth on the way.

The one millionth passenger was **Beverlee Love** of Minneapolis. Her token was sold by station agent **Sharon Hendrickson**. Love boarded at 6:33 PM, and a brief ceremony was held to mark the occasion. I presented her with a copy of "Electric Railways of Minnesota", "Transit and the Twins", a CHSL pin and a complementary membership good through 1994. The event was covered by the Southwest Journal and KARE-TV (thanks to station agent and KARE cameraman **Charles Barthold**). The footage appeared on the Sunrise program the next day.

Love, a TCRT rider from pre-abandonment days, has ridden with us since 1971, coming a few times each year with one or more of her nine grandchildren. She was accompanied on this trip by her granddaughter Nicole.



Louis Hoffman greets Beverlee Love, the Como-Harriet line's one millionth passenger. Aaron Isaacs photo.

Welcome new operators and agents

Ten new operators and agents joined us this summer. The new operators are **John Dillary**, **Rodger Gardner**, **Clyde Stephens**, **Terry Wagoner** and **Sue Wilson**. The new station agents are **Charles Barthold**, **Sharon Hendrickson**, **Brent Primus**, **Marie Stenglein** and **Ashley Todd**.

Como-Harriet now has 84 qualified personnel, including 28 foremen, 56 operators and nine station agents. In addition, 14 foremen and 25 operators have volunteered for agent duty. Welcome to our new volunteers, and thanks to all of you for your hard work.

Bus serves Linden Hills Art Fair

The Linden Hills community had its first annual arts festival August 6-8. The Traction Division brought out coach #1399 to link the depot with 43rd & Upton. Despite torn up streets, operations went smoothly thanks to the planning and direction of **A1 Jensen** and **Joel Gensler**. The only "confusion" was that created by a mysterious bus driver (perhaps roll-sign maven **Fred Beamish**?) who left the roll sign on "Hennepin to Lake", a reference to the Uptown Art Fair that was held the same weekend.

Como-Harriet adopts Cottage City

The Minneapolis Park and Recreation Board has an "Adopt-a-Park" program which allows residents and community organizations to assist in maintaining and beautifying portions

of the park system. Como-Harriet has adopted the abandoned Cottage City streetcar stop next to the William Berry Road bridge.

The brush will be trimmed so our passengers can see the steps and railings abandoned in 1954 and shrouded in 39 years of underbrush growth. Also on the agenda for cutting is the brush flanking the pedestrian tunnel and the southbound Linden Hills station platform. The long range plan is to seek federal ISTEA funding to restore these historic TCRT-built structures.

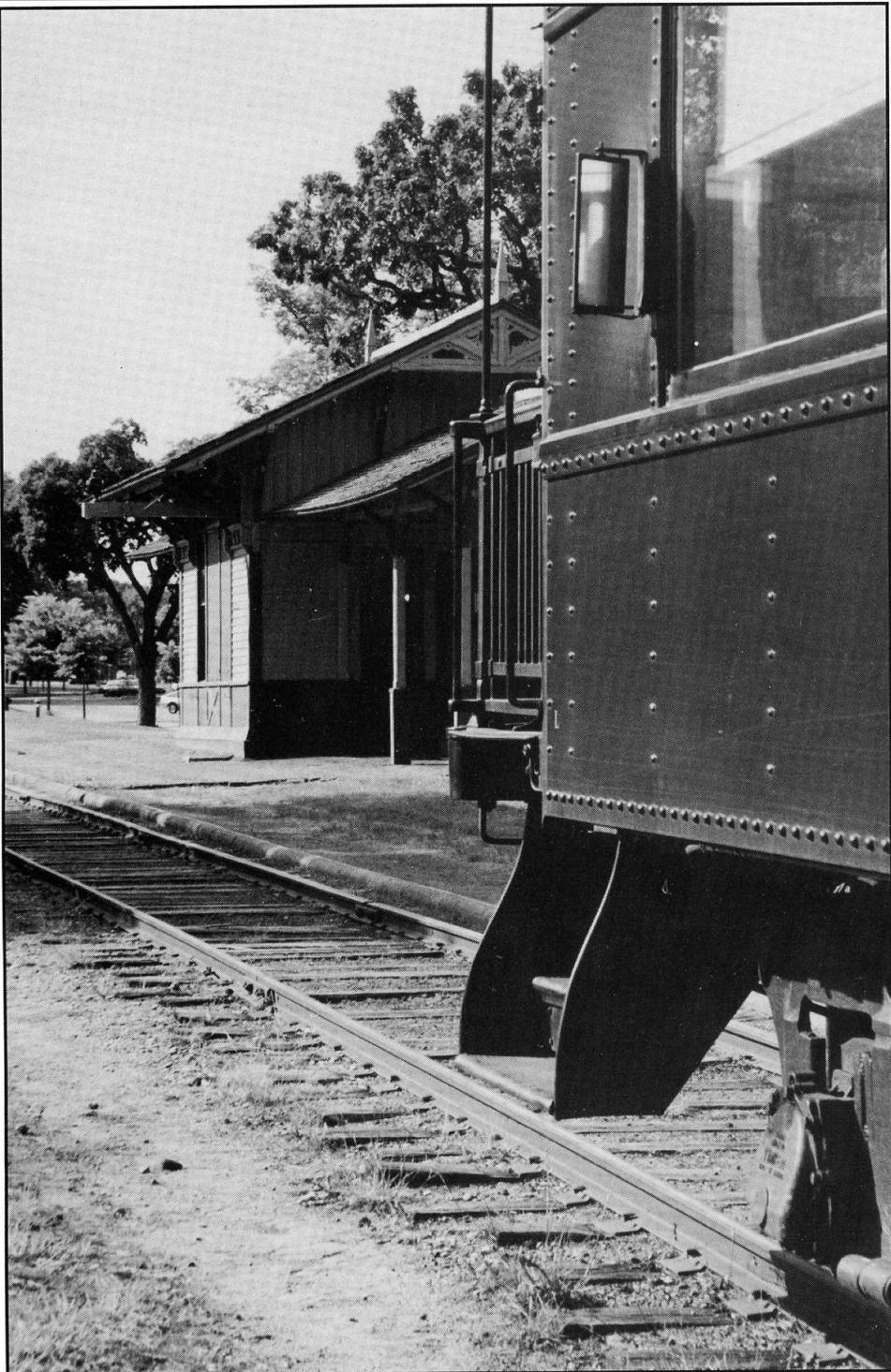
Thanks to **Mike E. Miller** for the idea and for seeing it through. Anyone interested in helping should call Mike. Thanks also to Park Board Assistant Superintendent **Tom Montgomery** and Operations Planner **Jim Fagrilius**.

Trolleys on TV

Your trolleys are becoming familiar sights on the Twin Cities airwaves and news pages. On July 9th, I was interviewed by KSTP for their FUN TV program. On July 11th, our passengers aboard #1300 were saluted at the close of KARE's 10 PM newscast. Thanks to **Charles Barthold** for making that happen.

Channel 4 covered #78's 100th birthday on the August 28th 10 PM news. Also, on August 30th **Alan Cox** did a piece on riding the streetcar to the State Fair.

Our Duluth area members should look for an upcoming program about the Twin Ports streetcar system,



The Minnehaha Depot hosted CP Rail's classic heavyweight business car Strathcona this summer. Louis Hoffman photo.

featuring #78 and #265. On August 17th, producer Greg Grell and a crew from Duluth's public station WDSE filmed our two cars and interviewed Russ Olson.

The Motorettes Reunion received heavy coverage both before and after the event. On July 21st, Aaron Isaacs and a delegation of CHSL uniformed operators appeared on KSTP's Good Company to promote the upcoming

reunion. Thanks to members Steve Edelman and Sharon Anderson, who host the popular program. KARE 11 News and KTCA's Almanac ran features prior to the event. WCCO TV did an excellent piece on the reunion that aired twice on the news and then in an extended version on Dave Moore's Sunday program. KARE 11 also aired a short piece on September 11th.

A media footnote: In what must be a first, Como-Harriet showed up on a piece of campaign literature. 13th Ward City Council candidate Kris Brogan had herself photographed in front of car #78, apparently feeling that streetcars are a positive symbol. Despite this bit of spin doctoring, she lost in the primary election.

#78's 100th Birthday Party

Most people aren't put to work on their birthday, let alone their 100th birthday. But that was the case on August 28th when car #78 celebrated its centenary by giving rides to 415 people.

The free rides were supposed to start at 10:30, but began early to accommodate the throngs. At 11:00 a brief ceremony was held. A resolution from the Minneapolis City Council honoring the museum for its efforts was presented by Council Members Steve Cramer, Carol Johnson, and Joan Niemic. A cake with #78 done in colored frosting was devoured, soon looking as ragged as #78 did when it first arrived for restoration.

Thanks to the Paradise Pastry Shop for a fine looking (and delicious) cake, to the Washburn High School band for musical entertainment and to the Southwest Journal for a reduced rate ad to publicize the event. Thanks to John Walker for his event planning help, and, as always, to the volunteers who made it happen: Al Jensen, Karl Jones, Roy Harvey, Ray Norton, Kathy Prestholdt, Mike Miller and Jeanne Inselman, plus the crack-of-dawn cleaning crew of Hilmar Wagner, Bill Gingerich, Mike Miller, Terry Warner and Walt Strobel.

Mother Nature's revenge... Part two

Cool and rainy weather continued to plague CHSL. More days were lost to rain in June, six, than in any previous entire season, four. Through August 31st, we had operated 1418 trips and carried an average daily load of 383. To date, 1064 operator hours have been volunteered.

More buses for MTM

This just in. Six former Twin City Lines buses are being donated to MTM. Lorenz Bus Co. is donating three GMC 5105's, identical to #1399. Two will probably be used for parts.

MTC is handing over the 1939 Yellow coach featured in the last Minnegazette, plus an unrebuilt GMC 5303 "fishbowl" and a 1976 AM General. The next issue will have all the details.

PCC update

- George Isaacs

So far progress on #322 has been measured by how little rusted or deformed metal has to be removed to get us to the point where we can start rebuilding the body. Judging by the amount of rust that we have swept up after needlescaling the underframe, the body should be about 500 pounds lighter when the job is done.

The traction motors are now in the hands of the rebuilders. Their initial estimate is \$900 per motor or \$3600 total if all of the bearings are found to be in good condition. The truck frames and wheels appear to be in good condition.

The motor-generator set, that converts 600 volts DC to 32 volts DC for the controls, has been removed and is being prepared for reconditioning. This will be another big ticket item.

In the last update it was mentioned that #322 had been hit in both the front and rear. Thanks to Jan Homan's sharp eyes for spotting a large metal patch on the front dasher, we now



Members of the Washburn High School band serenade #78 on its 100th birthday.
John Prestholdt photo.

know on whose property the damage occurred. The one foot square area under the patch is painted grey, the color of the Newark City Subway. Jan, a classic automobile restorer, says that he can rebuild the dash to its original shape.

To expedite work we need a few more volunteers who have experience in auto body or sheet metal work. Please call me at 484-7512 and I will schedule you. We also need additional volunteers for general work.



Removal of a sheet metal patch from the front dasher of #322 revealed the grey paint of the Newark City Subway. This ding is one of several the car suffered while in service. George Isaacs photo.

RAILROAD REPORT

-Nick Modders

The months of July, August and September have been exciting at Osceola and Jackson Street. The Osceola operation has rapidly matured. Train operation has been routinely on time. Diesel reliability has been 99%. To add more comfort to the locomotive situation, Mike Schmitz has been coordinating the maintenance on locomotive #102. A complete brake overhaul has been accomplished and with the completion of some power-plant work the engine should be ready to report to Osceola. This will allow the luxury of MTM-owned backup power.

On the steam scene it has been a busy time. At this writing #328 is sitting in the Osceola industrial park having put on an excellent show the Saturday of Labor Day weekend. Steam Foreman Ward Gilkerson, Keith Skeivik and a cast of volunteers too numerous to mention worked many hours to prepare #328 for a federal inspection. Federal Inspector Dan Witt even crawled inside the boiler. A long list of repairs were made to the boiler and running gear to put the engine in excellent condition. Providing guidance and assistance in this effort was Gary Bensman of Diversified Rail Services.

#328 made a spectacular trip to Osceola from Jackson Street under its own power. With the A-11 in tow, it



#328 heads for Amery a few miles east of Dresser on September 18th.

Aaron Isaacs photos.

picked up members of the press and invited guests at Withrow. Thanks to Marcia Diers for arranging the press coverage.

At the Cedar Bend drawbridge many detrained to take pictures. Engineer Tony Becker then backed west and gave a rather inspiring photo runby over the bridge. The group reboarded and proceeded to the Osceola depot.

The trip to Osceola was only exceeded by #328's performance Labor Day weekend when there were two trains operating. #328 pulled triple combine #1102, Rock Island coach #2608 and WC caboose #99110 on four trips to Dresser. Fireman Dick Fish reports that it's a 30-scoop hill east to Dresser, compared to Stillwater being a 50-scoop hill. It is apparent that operations in Osceola are much easier on engine and crew. Engineer Keith Skeivik and crew proved once again that steam is popular and draws passengers.

While #328 was providing the Dresser service, diesel #105 with the four Great Northern cars operated the two regularly scheduled trips to Marine.

After regular service ended that day, the two trains were combined with #105 providing power for a Moonlight Excursion Special. It was an event to thank volunteers for their assistance during the season and also to provide emergency training for local fire departments and ambulance crews. The only disappointment was the overcast sky that obscured the moon.

On September 20th the Village of Amery Community Club chartered #328 and a train and ran a pair of round trips from Amery to Dresser. MTM ran the train as a flat rate charter, with Amery responsible for ticket sales. Both trips sold out. The special met the regular Dresser runs at Dresser, and even exchanged a few through-ticketed passengers for Osceola.

Passenger car update

-Richard Fish

The delivery of Rock Island car #2604 to Osceola just in time for Wheels and Wings was another example of volunteers working together to get the job done. Although the crew was considerably smaller than during the mad rush in



Rolling toward Amery on September 18th. The track has seen better days.



Art Nettis and Dick Fish welcome visitors to the locomotive cab in Amery.

May, a group of volunteers still made it happen. A special thanks to **Steve Collin** for completing the dirty work of stripping and repainting seat brackets, many times working alone; to **Richard Kasseth** for always being there and for getting the lighting system working.

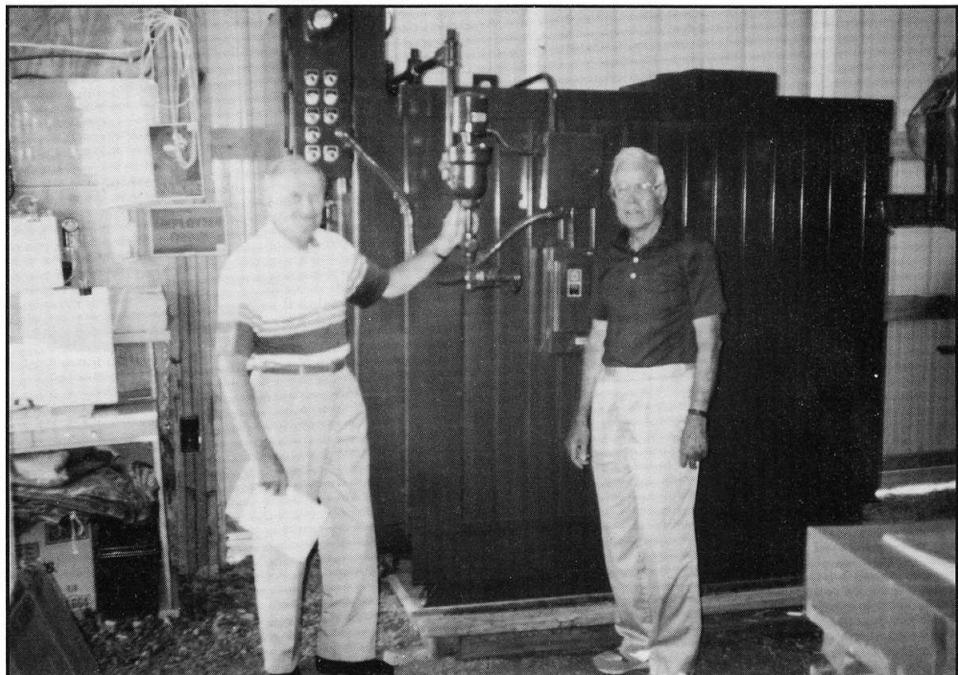
Everything seemed to be last minute. **John Diers** rallied the MTC to get the seats cushions done. Thanks to **Paul Dalleska** and **Dave Redding** (with support from North Star Rail) the rebuilt brake rigging got done. A Wednesday night crew including **Mark Dullenger**, **Burt Foster**, **Dan Fortin**, **Ralph Peterson**, **Harold Ellingson** and myself installed the rebuilt windows, while **Steve Collin** and **Carol Fish** finished putting seat backs together. A Friday crew consisting of **Ken Beck**, **Harold Ellingson** and myself installed the brake rigging and brake valves (Beck really knows his stuff).

Sunday September 5th the interior of the car was scrubbed by **Richard Kasseth**, **Carol Fish** and myself. Monday **Dave Redding** and **Paul Dalleska** installed the diaphragms and **Nick Modders** arranged for shipping, which took place on Wednesday. **Tony Becker** brought the seats to Osceola on Friday by truck, and he, **Peter Moskop**, **Larry Schulte** and myself installed them. Saturday the car was on the train.

We had a successful spring and summer, because so many volunteers came forward and made it happen. Now it's time to look to 1994. The 328 is running well thanks to another force of volunteers. Engine 102 is almost ready to go thanks to **Paul Spyhalski**, **Mike Schmitz** and others. 1994 can be our best year yet, but we need you.

Just because the equipment is running, the job isn't done. Engine #105 is in need of improvements. The trucks on #2604 still need rebuilding. The coach we just purchased from the Fremont & Elkhorn Valley needs painting, wiring and refurbishing. GN coach #1097 needs side sheet, window and interior work. We plan to finish baggage car #265 this winter. Our Waukesha ice engines need work and a crew is working at Osceola to refurbish business car #A-11.

In addition to all this we need to get started restoring our cars in storage at the Twin Cities Arsenal



John Moorhead and Bob Woodburn with the Minnehaha's boiler, which arrived August 29th. It is painted dark green. Leo Meloche photo.

before they rust away. It is hoped that the restoration of Missabe coach #30 will begin this winter. This project will require different skills, including woodworking, sheet metal work, welding and lots of helpers willing to learn. It takes people to make it happen.

If you just can't wait to help us get started, give me a call at (612) 729-8068. If you prefer you can drop me a line at 5345-37th Ave. S., Minneapolis MN 55417. Please let me know what your interests are and what special skills you have. Even if time is a problem or you live outside the Twin Cities let me hear from you. Together we can make 1994 the best year yet.

STILLWATER RAILROAD SOLD

After months of negotiations, MTM has sold the Stillwater & St. Paul Railroad to the Minnesota Zephyr, Inc. The sale ends a chapter in MTM history that began with BN's donation of the line to MTM in 1982.

The contract does not include Duluth Junction, which was an easement from the state DNR. All track at Duluth Junction has been removed and the materials shipped to Osceola and Jackson Street. The sale includes the Summit and Countryside sidings, the signals at Manning

Avenue, some of the track materials stored along the line, and the two trussrod flatcars. It does not include the motor or push cars, the tamper, the Soo Line tool boxcar or any track tools. MTM has until the end of 1994 to remove its materials from the site.

MTM retains the right to run occasional trains following the sale. A trackage rights charge is being negotiated.

Selling the railroad became a high priority for the Board once it became clear that MTM was committed to the new operation in Osceola. A survey of members earlier this year supported the sale. The trackage rights agreement with the Zephyr brought in more than the cost of routine maintenance, but MTM would have been on the hook for major repairs such as washouts. Luckily none happened. Routine inspections and maintenance siphoned off valuable volunteer hours. Furthermore, MTM had a liability exposure in the event of an accident involving the Zephyr.

The move from Stillwater is looking even better, because the Minnesota Commercial has pulled out of the Stillwater yard. It did so after taking over CP Rail's switching in Bayport, which permitted them to use the CP Rail yard there. The Stillwater line is now unused north of the power plant, raising the possibility of abandonment, which would land-lock the Stillwater & St. Paul.

Tom Kolar was in charge of the sale effort, assisted by **John Diers**. Together they put in many hours. **Mort Jorgensen** and **Marv Mahre** also helped. It was a long and thankless job, with many delays and issues to overcome.

STEAMBOAT REPORT

Restoration update

The propeller shaft was installed on September 18th. A 3/4 inch thick steel plate has been installed on the engine stringers to hold the engine. **Ewald Gustafson** has ordered the stainless steel sanitary tanks for the toilets from Waconia Manufacturing.

The engine and boiler were lifted into the boat by **Bernie and Paul Hanson** of Rocket Crane Service on September 29th. The lift was no simple job. It was not at all clear whether a crane could reach into the boathouse. If not, the boat would have to be pulled out. That may sound like no big deal, until you consider all the scaffolding that is tucked around the boat, and that the boat has been precisely leveled.

Bob Dumas is shaping the stern post. Bob has largely recovered from a serious bout with lyme disease, during which he was almost incapacitated. For those who know what a productive worker Bob is, and how important he has been to the restor-

ation, this was a scary episode. Bob has also completed the second deck uprights on both side of the boat, but not the front and back. The uprights are complex forming jobs, and each one is different. They have to match the curve of the hull, and still provide a straight up-and-down housing for the drop sash windows.

Russ Hankins has completed measuring and precutting the rear deck planks. They are ready to install once the engine and boiler have been lifted in. **Steve Jesmer** is proceeding well with the hull planking. An additional 10,000 board feet of vinegar vat lumber has arrived. The vats were delivered to Factory Lumber this month where they were cut down from three inches to two.

Electricity generation has become an issue. The rebuilt boat will have more power accessories than the original, and more juice requires more generating capacity. This leads to two problems—a generator that takes up too much space and makes too much noise. Pure steamboats glide along with only a soft and slow whoosh-whoosh exhaust. A loud gas or diesel generator will ruin the experience. To help find an answer, **Bob Woodburn** and **John Moorhead** are traveling to visit with **George King III** in North Franklin, CT. King operates the steamboat Sabino at Mystic Seaport. They'll examine his steamboat and the methods he uses to minimize electrical draw. One possibility is to augment the diesel with a steam turbine generator as was used on the original boat.



Jim Williams (left) and Bob Dumas did most of the restoration work on #1809, shown here about to be hoisted for the trip to Excelsior. Leo Meloche photo.

Ken Rech of 3M visited the boat building on September 21st to determine which caulkings, glues, adhesives, sanding materials and grinding disks will be required in the near future. 3M has donated all the caulkings, glues and adhesives used to date, including delivery. This is no small donation. For example, the boat has taken two gross of 3M 5200 adhesive, which retails at \$12 per tube (144 tubes per gross), a total cost of \$3456. 3M will now donate abrasives.

The month of September saw seven new volunteers join the project.

Fund raising and public relations

The Neilson Foundation has given a second grant of \$1000. Picture sales continue at a brisk pace, raising over \$4000 this summer alone. So far we have sold over 600 of the first picture, 200 of the second and 50 of the third. The first, showing two streetcar boats passing in mid-lake, continues to be the most popular. The prints are sold at **Sasha's** at the Minnetonka Boat Works, the **Minnetonka Mist** restaurant in Spring Park, and the **Excelsior Park Tavern**. These businesses take no commission on the sales.

Cliff Brandhorst organized and managed a raffle with a maiden voyage cruise as a prize. Approximately \$1000 was raised. The winner was **Sandra Putnam** from Excelsior.

The Steamboat Division again set up its display booth for Excelsior Apple Days. Souvenir sales and donations brought in \$503. The display streetcar attracted hundreds of visitors, and often had a long line waiting to get in.



MTM's tugboat Toot parades through Wayzata for James J. Hill Days on September 19th. Leo Meloche photo.

John Senior has taken over the management of fund raising activities. John is recently retired as Vice President of the Adhesives Division of 3M and is a member of the new Steamboat Executive Board described later in this report. An organizational luncheon is being held October 15th at the Minneapolis Club.

MTM's 1939 wood tugboat Toot rolled down Lake Street in Wayzata as part of the James J. Hill Days parade. It was awarded best display in its class.

Streetcar preparation continues

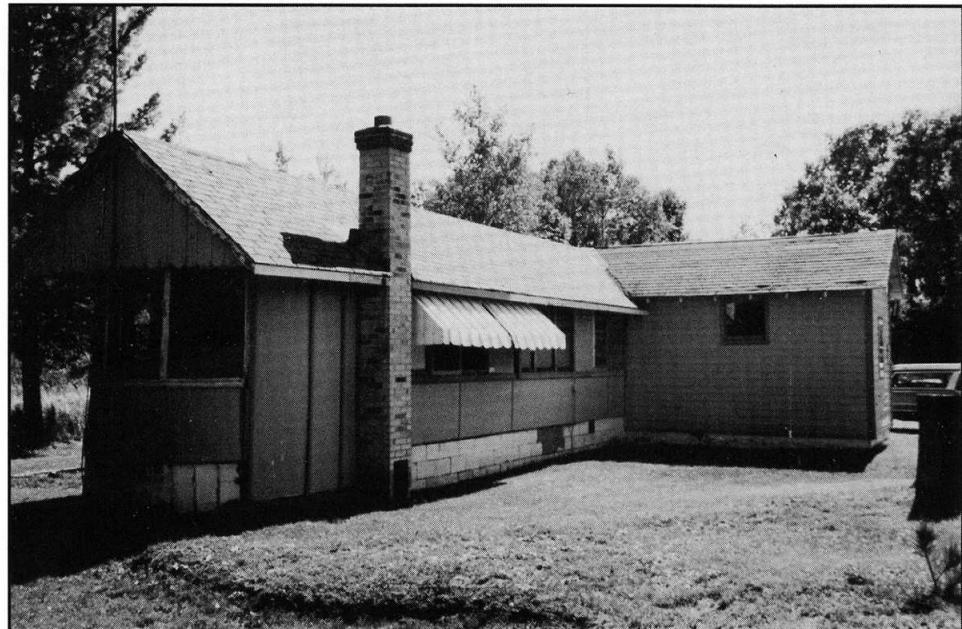
Streetcars use DC current, but not much else does these days. Finding someone to design the power system for the Excelsior trolley line has been harder than expected. Unexpectedly, the latest vinegar vat wood purchase turned up a qualified individual. The wood was purchased from **Joe Straley** of St. Cloud, who has been rebuilding electric motors and generators since childhood and works with DC power. He does work for some of the largest Twin Cities companies. On September 7th, he met at CHSL with **George Isaacs**, who designed the Como-Harriet power supply, to discuss the installation necessary for a streetcar line. According to **Leo Meloche**, Joe and George had a conversation that no one else could understand. After-word, George pronounced Joe qualified and Joe agreed to design the Excelsior power supply.

Jim Williams has repainted the roof of display streetcar #1809 with protective paint and fixed any loose or torn canvas. At a recent steamboat board meeting, there was much discussion whether to cover the car for the winter. The decision was made not to cover it, but the car was locked as of October 1st.

The last Minnegazette reported on the donation and delivery of 1425 new railroad ties from Webster Wood Preserving Co., owned by **Paul Webster**. The ties, which normally sell for \$18.25 apiece, have a total value of \$26,362.

Steamboat Division reorganizes

As it has grown and matured, the division has had to reorganize to stay viable. General Superintendent **Leo Meloche** continues to guide the project, but he has spread the administrative



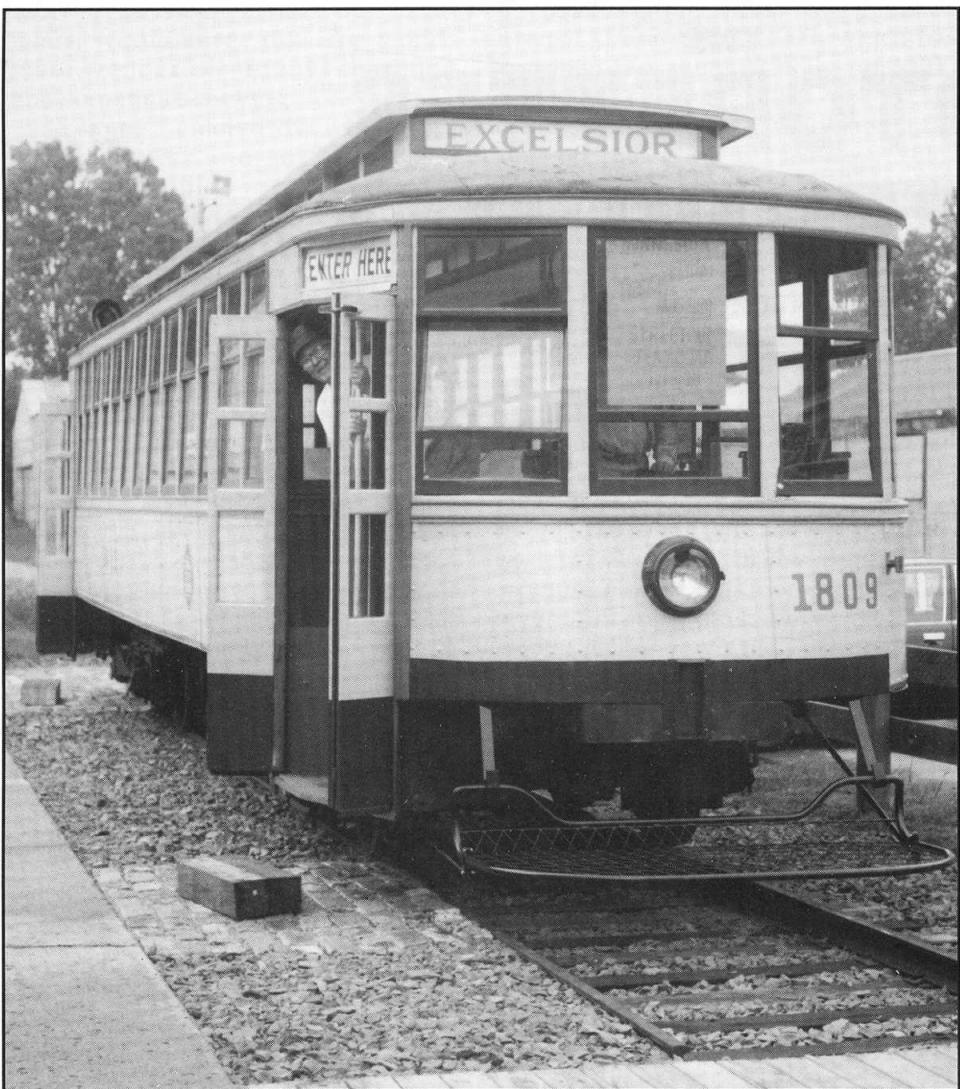
Before and after: Hard to believe that in 1991 TCRT car #1809 was a cabin near Webster, WI and looked like this. Barely two years later it has been cosmetically restored and sits on a short track section in front of the old M&StL depot in Excelsior. These shots were taken during the MTM picnic. Peering our the door is Lyle Vogt, who was staffing the car. It is missing some seats to make room for displays. Before photos by Leo Meloche. After photos by Aaron Isaacs.

burden, involved more people and institutionalized new organizational functions.

Last year he created a Board of Directors to supersede what had been an informal committee structure. Earlier this year he brought in former Ford Motor Co. executive **Bob Torkelson** to oversee the restoration and other short term operational matters.

The latest shuffle splits the operating part of the division into three committees — Minnehaha Restoration,

Streetcar and Development & Special Events, and adds an Executive Board to over-see them. The Minnehaha restoration committee will continue as presently constituted, minus responsibilities spun off to the three new committees. The Streetcar committee will build the streetcar line. The Development & Special Events committee will plan and build a permanent museum building and depots and a carbarn for the streetcar line.



The Executive Board will provide general oversight, but is really a fundraising and outreach body. Its membership includes prominent corporate executives and professionals. They will contribute their abilities and their connections. An initial meeting to form the board was held on October 15th. In attendance were **Matt Levitt**, a partner in the law firm of Briggs & Morgan; **Ed Arundel**, a partner in the law firm of Rider, Bennett, Egan and Arundel; **Marvin Boote**, Chairman of Martrex Chemical; **John Senior**, a retired 3M executive; **Fred Bruncheon**, owner of the Excelsior Park Tavern; **John Ehlert**, president of Ehlert Publishing Group; **John Nagel**, president of Carlson Investments; **Emily Anne Staples**, Hennepin County Commissioner; **Paul Webster**, owner of Webster Wood Preserving Company; and **Bob Torkelson**.

MTM PICNIC HELD IN EXCELSIOR

After several years at Lake Harriet, this year the annual MTM member picnic was held on August 20th at Excelsior. The goal was to showcase the Streetcar Steamboat Division. To avoid criticism from the neighboring apartment building, the actual picnic was held at Excelsior Commons Park, on the lakefront just west of downtown and the streetcar boat docks. GMC bus #1399 shuttled participants to the boat building, and to MTM's newest exhibit, the cosmetically restored TCRT steel-sided streetcar #1809 on Water Street next to the Excelsior Historical Society. Members were on hand at the streetcar and the boat building to answer questions.

The weather was cloudy and cool for the first two hours. Then it rained. Even so, over 100 members attended and a good time was had by all. A big thank you goes to **Jeanne Inselman** for heading up the picnic effort. She was assisted by **Elizabeth Zastrow**, **Karl Jones**, **Mike Buck**, **Debbie Beers**, and **Dick & Carole Fish**. Several Board members tended the grill, serving up burgers and brats. **Al Jensen** and **Karl Jones** drove the bus, and **John Diers**, once an MTC driver, took a turn at the wheel.



THE MOTORETTES REUNION

-Aaron Isaacs

ette

MOTORMEN

The idea started in Russ Olson's garage. Tim Anderson and I were there to look at the Twin City Lines material that Russ has been storing for years. He handed me a slim hardbound ledger, saying that it contained the names of all the women TCRT hired to replace motormen and conductors during World War II.

I knew women had worked during the war, but it hadn't sunk in before. The ledger changed that. It is hand written in the kind of careful script we were taught in grade school. The women are listed by date of hire, the first being July 6, 1943. And there are

over 500 entries, many more than I had expected. Here was the Rosie the Riveter story played out on the streetcar system.

When I realized that it was 50 years ago to the week that the first woman had been hired, the lightbulb went on and I knew there had to be a reunion. The inspiration came from the movie A League of Their Own, which told of the women's baseball league founded during the war. The movie producers sponsored a reunion and made a documentary of it. It was great.

In order to have a reunion, one must first find the participants. At home I pulled out the Minneapolis and St. Paul

phone books to look for any obvious matches. That night I found and talked to eight of them. The first was Dona Turbes. Her sister Marion answered the phone, and I asked if Dona had driven streetcar during World War II. Consider for a moment what an odd question that is to put to a stranger. Without hesitating, she said, "Yes, and so did I." On the first call I had found motorette sisters. They weren't the only sisters listed in the ledger. I found several pair, often hired on the same date.

That call began a pattern that repeated itself over and over. I would ask the unlikely question. There would be an astonished "Yes" in



John Prestholdt photo.

reply. Then the memories, buried for years, would surge out. The stories were wonderful—funny, charming and sometimes moving.

At home I entered the names into the computer and sorted the list every possible way. Doing so revealed that the count of 507 was wrong. There were actually 464 individuals. Quite a few had been hired, then left and were rehired. At least two of the women I talked to had to quit when they were discovered to be under age 21. They later returned, either having turned 21, or by lying about their real age.

I was pretty excited about the reunion idea and so was everyone else who heard about it. The Women's Transportation Seminar (WTS) is a networking group for professionals employed in transportation. They had honored **Ruby Peterson**, the last working motorette, some years before, so I figured they might like to be involved. Their president this year is a friend of mine, **Biz Colburn**, and she enthusiastically agreed to have WTS be the co-sponsor.

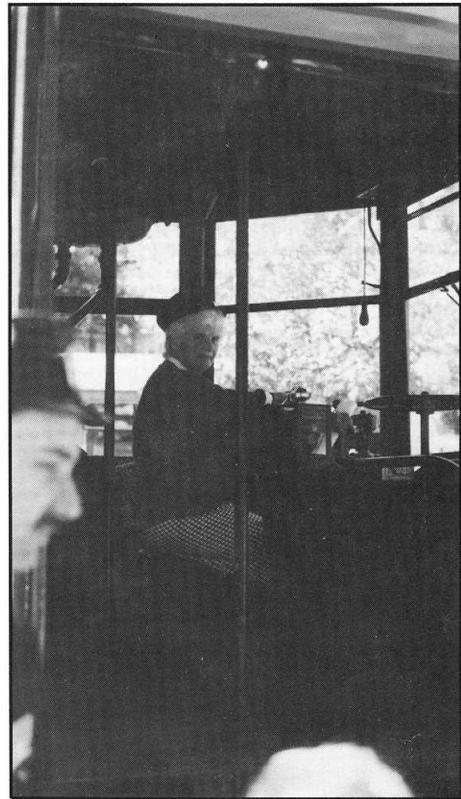
An MTC driver, **Sheila Miller**, called me to volunteer. She is forming

a women's group within Amalgamated Transit Union Local #1005, which has represented most TCRT and MTC employees since the 1930's.

Next Julie Johanson asked about the reunion. Julie is the first female Director of Transportation in this transit system's history, and she recommended to top management that MTC become a co-sponsor. The idea was enthusiastically received, and MTC's PR firm was placed at my disposal.

The continuing challenge was to find the women after all these years. MTM member **Steve Edelman** let me appear on his TV show Good Company, along with several CHSL uniformed operators. We asked that anyone who was a motorette or knew one call us. **Don Ahern** of the St. Paul Pioneer Press put the same appeal in his Getting Around column, as did **Barbara Flanagan** of the Star-Tribune. **Molly Maloney** of MTC's PR firm sent press releases throughout the state.

Reporter Allen Constantini of KARE 11 TV spent two hours taping at the trolley and aired an excellent feature on August 29th. The report featured **Helen Chamberland Zaremba** and **Bonita Jodell Rudeen**, sisters who hired out



The motorettes were encouraged to try their hand at the controller of #1300. Sandra Bergman photo.



The motorettes pose for a group photo at the reunion. Sandra Bergman photo.

Motorladies?

Girls Soon Will 'Man' Trolleys in St. Paul

Streetcar motorman or conductor — which would you rather be, gals?

You can have your pick of those jobs, or even be a bus driver, any day now.

The St. Paul Street Railway Co., for the first time in its history, will begin to hire and train women for the operating end of the business just as soon as accommodations for them are completed at the Snelling ave. barn in St. Paul and the Nicollet barn in Minneapolis.

The girls will be taught to clang the bells, blow the whistles, call out streets, punch transfers and dispense tokens. They also will work in the car shops.

The type of uniform they

will wear, whether it will be a slack suit or a suit with a skirt, has not yet been decided.

But the pay will be exactly the same as that for men so employed.

There will be certain physical and mental standards for feminine candidates for the jobs, but individual cases will be decided on their merits. For example, according to officials, a girl will not be disqualified because she is an inch shorter than the standard thought to be ideal, or because she is two pounds heavier than the weight requirement.

Applicants must be over 21 years old; they may be married or single but, if they are married and have children, they

must show that they have made arrangements for proper care of the youngsters.

The company has about 900 men under 38 years old in its employ and it has been advised that about 50 per cent of them will be called for military service within the next nine months.

The training of women for operating jobs has become an absolute necessity, officials said.

Application for jobs may be made at the regular employment office, 1526 University ave. Training will take three weeks. Two women already are working as streetcar checkers, at downtown transfer points in St. Paul.

together as motorette and conductorette respectively. WCCO radio picked up on the story and mentioned the reunion on Boone and Erickson's August 30th show. Laurie Blake, who covers MTC for the Star-Tribune, wrote an excellent piece on the reunion featuring motorette and former MTM member Helen Murphy White. Motorette Julia Droz Krienke appeared on KTCA's Almanac. Newspapers throughout the state carried the story.

All of this publicity paid off as people began calling. Sometimes it was the women themselves, but often it was a relative or friend. Mary Ann Jones Turner called and later sent an audio tape of her memories, including piloting the University Avenue car at the moment World War II ended. A transcript appears in this issue.



The first three motorettes copy their assignments at Nicollet Station in 1943. They wear the original women's uniform provided by TCRT but later abandoned. They are (l to r) Blanch Lindall, Ida Vrooman and Katheryn Sherwood. Minneapolis Daily Times photo, Minneapolis Public Library collection.



WHY NOT YOU?

The above picture shows a Twin City woman who is now working as a street car conductor on the Twin City Lines.

This is easy-to-learn work, clean working conditions, good pay while in training. Why not count yourself in on this patriotic opportunity? Most women with a grammar school education, not now working in war industry, can qualify. Apply 1526 University Avenue in Midway District. Why not come in tomorrow? Transportation is vital to winning the war. Here is an opportunity to do your part in an essential job.



Motorette Count MOTORETTES & CONDUCTORETTES IN SERVICE			
<u>Month</u>	<u>Hired</u>	<u>Left</u>	<u>Total Active Service</u>
July 6			
July 15			
1943 July	15	2	13
Aug	15	1	27
Sept. 1			
Lake Street Station			
Sept	7	4	30
Oct	13	3	40
Nov. 8			
North Side Station			
Nov	16	6	50
Dec	14	3	61
1944 Jan	18	9	70
Feb 16			
Duluth Station			
Feb	16	7	79
Mar	26	7	98
Apr	33	6	125
May	34	16	143
June	30	16	157
July	22	17	162
Aug	29	15	176
Sept	16	15	177
Oct	12	18	171
Nov	2	17	126
Dec	6	5	171
1945 Jan	21	19	173
Feb	10	8	175
Mar	15	13	177
April	12	11	178
First conductorette hired			
May	15	15	178
June	16	11	183
July	19	20	182
Aug	6	25	163
Sept	7	12	158
Oct	4	21	141
Nov	2	17	126
Dec	5	121	
1946 Jan	19	102	
Feb	8	94	
Mar	7	87	
April	6	81	
May	6	75	
June	7	68	
July	8	60	
Aug	6	54	
Sept	3	51	
Oct	2	46	
Nov	1	48	
Dec	2	37	
1947 Dec	9	37	
1948 Dec	8	29	
1949 Dec	1	28	
1950 Dec	3	25	
1951 Dec	1	24	
1952 Dec	4	20	
1953 Dec	3	17	
1954 Dec	3	14	

A gentlemen from Concord, CA, called to get more information. It seems that our mailing had gone to him instead of **Ellen Campbell**, his 84-year old mother. A Twin Cities native, he had accompanied her when she worked and even got to run the car for short distances late at night. He decided to fly out with her for the event. **Della Gerber Olson** traveled from Milton, WA. Beatrice Dombrowski came with her husband, a former motorman. There was the two-woman crew of **Connie Rondeau** and **Germaine Diehl Loscheider** who had worked Nicollet Avenue together and stayed in touch over the years.

Until the reunion, pictures of the motorettes were hard to find. The only one I had seen until then is featured on page 2 of Alan R. Lind's 1984 Twin City Traction Pictorial. It shows two women who look like sisters standing on the rear car steps with a male crew member. The photo is credited to the Minneapolis Public Library, so I went there to find it. It turned out to be a Star-Tribune photo showing Reuben Lundquist, his wife Adeline Johnson Lundquist and her sister Jeanette Johnson. With this information I was able to find them, since they all still live in town. All three showed up.

The attendees were requested to bring photos, and many did. Several were willing to loan them for reproduction. The Minnesota Historical Society is reproducing them for their collection.

Quite by coincidence, New Orleans also put on a 50-year motorettes reunion on August 24th. They drew about 30 motorettes. Of course, the original streetcars from that era are still in daily service there.

My two fears were that no one would show up, and that the weather wouldn't cooperate. When it rained the entire morning of the event I was nervous to say the least. Thankfully, beautiful blue sky arrived just before the motorettes. The rest of the day was a tremendous success.

Forty-five of them showed up, along with numerous family and friends. Twelve motormen from that era also appeared, plus a number of MTC employees and MTM members. Soon the "Memory Extra Board" was covered with personal photos, plus one uniform shirt. A couple of the women wore their uniform hats.

There was a short program which I emceed. **Biz Colburn**, **Julie Johanson**, **Sheila Miller** and **Louis Hoffman** all spoke briefly. Sheila's comments were particularly moving. A bus driver for 16 years, she told them, "You were my inspiration."

The program concluded with the women filing past the microphone and introducing themselves. Then they lined up along #1300 for a group photo.



Women weren't the only non-traditional TCRT employees during the war. They also hired some high school boys as conductors. One of them was Robert Montgomery, who sent this picture of himself on duty. Montgomery worked at East Side Station during 1943 and 44 while attending nearby De LaSalle and later Southwest High School. He recalls working the Como-Harriet 40 or more hours per week.

Since this was a one-time opportunity to gather some oral history, the reunion featured a "Tell your story" video corner, staffed by MTM video-meister **Mike Buck**. The result is a video which will be available for sale.

After the program, much of the crowd piled onto the cars. #265 shuttled between 42nd Street and Lake Calhoun to accommodate the public along with reunion-goers. #1300 ran between 42nd Street and the carbarn for anyone wishing to run a trolley again, under the supervision

of **Kathy Prestholdt** and **Debbie Beers**. Quite a few did, including one who is now blind, and there were many abrupt stops as old hands got reacquainted with the air brakes. **John Prestholdt** reports that smooth stops were not uncommon.

Joel Gensler brought out Mack bus #630, itself a war veteran, and gave rides around the lake.

All in all the reunion was a great success. Everyone who was there will agree that the atmosphere was very special. The attendees met old friends and revived many memories. WCCO-TV had a crew on hand and ran a fine feature on the news that night, then reprised it a week later on Moore on Sunday. KARE 11 also aired a brief report, although ironically their long feature that night was on #328 at Osceola.

Hopefully the reunion will inspire other similar events. My thanks to all who worked to make it possible.

PIONEERS

As the war ground on, Twin City Lines found itself in a very tough situation. Up to 900 of its male employees were potentially fit for military duty and many had already left for the service. At the same time ridership was soaring and the streetcars were terribly overcrowded. Like so many other industries, TCRT turned to women to fill the jobs. Though less remarked than the motorettes, they also hired 47 women as car cleaners, plus a number in other jobs, including mechanics.

Ads appeared in the newspapers and the women responded. Some followed family members onto the cars. **Marcella Anderson** joined her father, an East Side motorman with over 30 years seniority. **Adeline Lundquist** joined her husband, a North Side motorman. **Elvita Verite** filled the job at Lake Street vacated by her husband when he went off to war. **Helen Chamberland Zaremba** and her sister **Bonita Jodell Rudeen** applied for jobs in the lost and found, only to be told that they were needed more on the cars. Neither had a drivers license, but they were put to work anyway. Many of the women commented

that they felt they were helping the war effort by working.

Since the title "motorman" wouldn't do, the company substituted the awkward "motorette". Motorettes were hired continuously from July 1943 to November 1945. The first "conductorettes" were hired in on April 15, 1945. The company ledger that accounts for all the motorettes includes a hiring summary taped to the first page. It says that 507 women were hired in all, 83 in 1943, 271 in 1944, and 153 in 1945. Of these, 381 were motorettes and 126 were conductorettes. Many (76 motorettes and 17 conductorettes) didn't make it through training.

Besides the hire date, the ledger listed the name (with middle initial), the employee number, the station and the end of service date. There were also notes about changes in status, such as changing stations or switching jobs.

Though generally well received within the company, the public wasn't always so accepting. Several motorettes told of waiting passengers refusing to ride with a woman and waiting for the next car. In 1945 conductorette **Florence Hill** was beaten by a drunken returning serviceman who accused her of taking a job from a man. The motorettes also had their share of derailments and collisions, and a number were injured on the job. **Noella Sitzman** backed into a Cadillac after missing her switch at Rice and Como. **Marcella Anderson's** PCC car jumped the tracks at 51st and Bryant South and ended up in a front yard.

Other experiences were merely humorous. The St. Paul paper told of a novice motorette who mistook a police call box for a company telephone and asked the cops where to park her streetcar at pullin. **Maxine Magnuson** found two mice on her streetcar and dutifully turned them in to the lost and found. They were unclaimed so she took them home for her children. A kid put candy in **Arlyne Taylor's** changer. Conductorette **Catherine Ruley** thought that her car was stopping so she could flag a railroad grade crossing, so she got off. Her motorette was actually stopping to pick up a passenger and took off, leaving her standing there for 45 minutes.

TCRT had a reputation for doing things right, and in the beginning this

extended to the uniforms the women wore. A tailored jacket was designed, along with vest, trousers and hat, that was different from the men's uniform. The hat was softer and smaller in diameter, with a braided hatband. The initials TCL were intertwined to form a

new logo which was displayed on the cap and coat lapels. Wartime shortages apparently doomed the new look, because women soon were wearing the same uniform as the men, but often providing their own trousers. Skirts were never worn.



Marcella Anderson with her father (center) at his retirement in 1950.
Marcella Anderson collection.



Helen Pastorius flashed her "Pepsodent smile" for her boyfriend in April 1944.
Helen Pastorius collection.



Hat cocked to one side, Lu Fairbanks was all attitude.
Lu Fairbanks Norgren collection.



This studio portrait of Helen Swanson made the Lake Street News, whose caption read, "Helen is a real American girl with a smile that you can see real friendship in and a personality that can't be beat. She is working and saving her money so when her husband comes home from the war they can buy a home and start life outright. Helen drives a run on the Selby-Lake Line."

Helen Swanson collection.



Bernice Nelson on duty. Marie Hagen collection

It turns out that up to 183 women were employed at any one time. Their tenure was usually short. Most worked less than one year, and left soon after the war ended in September 1945. By the end of 1946 there were 46 left. By 1950 this had dwindled to 25, partially because of a layoff in 1948. A handful made the switch to buses. **Ruby Peterson** was the last one, working run #1 on Selby-Lake for many years. I remember riding her bus and wondering how this tiny old lady did it. She used to stand up to turn a corner. She retired in 1980.

No other women were hired to drive streetcar or bus from 1945 until the early 1970's. There are now 215 women driving for MTC.

VJ DAY

As remembered by **Mary Ann Jones Turner**, Snelling motorette #4605.

"It was at six o'clock in the evening in the middle of the old Washington Avenue bridge. The whistles started blowing and the windows were opened so you could hear the noise and people didn't know what was happening. Of course some of us had heard the reports that the war was gonna be over so I stopped the car and I turned around and some lady said to me, "What's going on? What's happening?", and I said "Ma'am, I think the war is over".

Then I looked at the people, and I have never in my life seen so many expressions on people's faces. Some people were laughing, some were crying, some were hugging each other. So many were praying. They got out in the aisle, kissing and hugging, yelling and screaming. It was the most magnificent thing I have ever seen and I shall never forget it. That is my most memorable experience and it still brings tears to my eyes to see the faces.

By the time I got the streetcar to 5th and Hennepin it was virtually impossible to get through. People were converging on downtown like they had gone absolutely mad. The police got us through and we got up to 5th Avenue North and 5th Street where the wye was. We turned the car around. In about an hour and a half I got back to the University of Minnesota but from then on it was absolute lost time. The kids from the university did everything but sit on the roof. My conductor, she came up and she says she couldn't get any fares and I said, "You weren't really trying, were you?". She said, "No", and I said why don't you sit up here on the control box and so she did. When we got to the capitol, they pulled us into the wye right at the top of Wabasha by the state capitol and we sat there until probably two in the morning. You never saw so many people in your life. They couldn't even move. When it started breaking up one of the checkers got to us and told us to put on a pullin sign, "Snelling Station". So we did and we got back to Snelling Station after three o'clock in the morning. It was quite a night. I'll never forget it. I was always grateful to the streetcar company, because I had the best seat in the house."



The motorettes displayed their old photos on the "Memory Extra Board".
Sandra Bergman photo



Helen Gunther and Sonja Kmiecik at Nicollet Station.
Germaine Loscheider collection.

HIGH WATER

Flooding is an unpleasant fact of life, as we learned again in 1993. There's nothing like high water to attract newspaper photographers, hence these St. Paul Dispatch-Pioneer Press views of disrupted trolleys and trains from the Minnesota Historical Society collection.



The Mississippi river washes over Navy Island and the St. Paul Yacht Club on April 13, 1952. The south approach to the Robert Street bridge was flooded causing this traffic jam on the Wabasha Street bridge.



Steam power could pass through deep water that would short out a diesel locomotive's truck mounted motors. This view looks west from the Wabasha Street bridge. Note the oil drums floating everywhere.



A Snelling Avenue car is stopped short of the Snelling and Marshall intersection.



The Pioneer Limited wades past downtown.



Crews are blading up a dike to protect the South St. Paul yard, where the river has already jumped its bank.
Note the old Chicago Great Western roundhouse.



The intersection of Robert and Chicago was located in the low spot south of the Robert Street bridge.

The Minnesota River threatens the Dan Patch line at Savage.





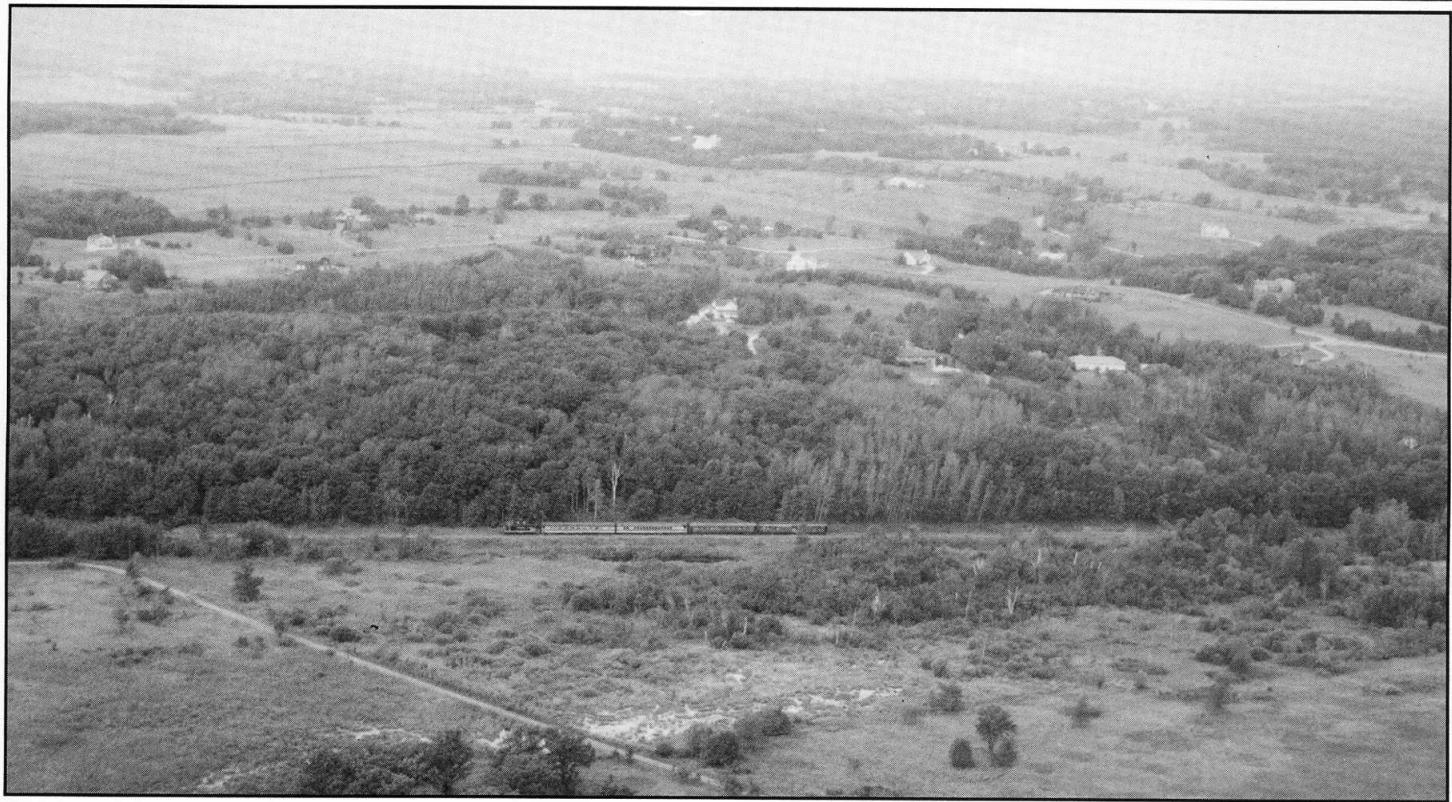
When the river rose again in April 1965, the Chicago & North Western coped by (above) weighing down its bridge west of downtown with loaded gondola cars and (below) shoring up the right of way south of the bridge in Lilydale.



Over the St. Croix Valley

The O&StCV is hard to photograph from the ground, running as it does away from roads and through a river valley. Thank goodness for Tom Warth, a director of the railroad. Tom lives in Marine, where he keeps his own personal helicopter. We went up on Saturday August 28th and followed the first Marine trip of the day. It sure looks different from up there. Aaron Isaacs photos.





Passing through O'Brien State Park, between Marine and Copas.

The former Betheria Mineral Springs, just below Osceola.





Above: Worming along the Minnesota side south of the drawbridge.

Inside rear cover: Entering the cliff section on the Wisconsin side.

Rear cover: The revived Hopkins, renamed the Minnetonka, awaits excursioners at Excelsior. In this view the boat is without the exterior awnings that later marred its looks. MTM collection.



SCENE AT LAKE MINNETONKA

443





MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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